

RESOLUTION NO. 04-008

RESOLUTION BY THE CITIZENS'
INDEPENDENT TRANSPORTATION TRUST
(CITT) RECOMMENDING TO THE BOARD OF
COUNTY COMMISSIONERS (BCC) THAT THE
BCC DISCONTINUE OVERNIGHT METRORAIL
AND METROMOVER SERVICE, IMPLEMENT A
REPLACEMENT METROBUS ROUTE AND
AMEND THE PEOPLE'S TRANSPORTATION
PLAN ACCORDINGLY

WHEREAS, on November 5, 2002, the voters of Miami-Dade County approved a one-half percent surtax to fund the implementation of the People's Transportation Plan (PTP); and

WHEREAS, the provision of 24-hour Metrorail and Metromover service was listed in the schedule of improvements approved incorporated into the PTP; and

WHEREAS, the CITT is empowered to recommend to the Board of County Commissioners amendments to the PTP; and

WHEREAS, following the implementation of 24-hour Metrorail and Metromover service in June 2003, it has been determined that ridership trends do not support the costs associated with this improvement; and

WHEREAS, the CITT desires to accomplish the purposes outlined in the accompanying OCITT Executive Director's memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST that the CITT recommends to the Board of County Commissioners that they discontinue 24-hour Metrorail and Metromover service, implement a replacement Metrobus route, and amend the PTP accordingly.

The foregoing resolution was offered by Marc Buoniconti, who moved its adoption. The motion was seconded by Herminio Lorenzo and upon being put to a vote, the vote was as follows:

Honorable John Cosgrove, Chairperson	Aye		
Marc A. Buoniconti, Vice Chairperson	Aye		
Honorable Mike Abrams	Aye	Yolanda Aguilar	Aye
Harold Braynon, Jr.	Aye	Lt. Col Antonio Colmenares	Absent
Henry Lee Givens	Aye	Franklin Kelly	Aye
Thamara Labrousse	Absent	Herminio Lorenzo	Aye
Honorable Luis Morse	Aye	Miles Moss	Aye
Honorable James Reeder	Aye	Rev. Theodore Wilde	Aye

The Chairperson thereupon declared the resolution duly passed and adopted this 25th day of February 2004.

CITIZENS' INDEPENDENT
TRANSPORTATION TRUST

Approved by County Attorney as
to form and legal sufficiency B.L.

By: 
Executive Director

Memo

To: Hon. Chair and Members, CITT

From: Hilda M. Fernandez, Executive Director

Date: February 18, 2004

Re: Discontinuation of 24-Hour Metrorail and Metromover (Overnight) Service

Recommendation:

It is recommended that the Citizens' Independent Transportation Trust (CITT) approve an amendment to the People's Transportation Plan (PTP) to discontinue 24-hour Metrorail and Metromover service (e.g. service between 1:00 a.m. and 5:00 a.m.) and substitute this service with a new Metrobus route.

Background:

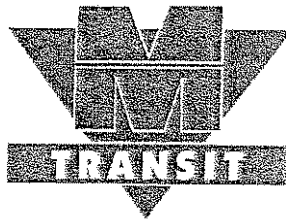
On May 25, 2003, as part of the PTP commitment, Miami-Dade Transit (MDT) implemented 24-hour service on Metrorail and Metromover. Metrorail service began to operate every 60 minutes between 1:00 a.m. and 5:00 a.m. daily. To compliment this service, feeder buses were increased to provide service to 17 of the 22 Metrorail stations during overnight hours. MDT's incremental cost for providing this service is \$3.31 million per year: \$2 million for operating expenses and \$1.31 million for security personnel.

As indicated in the attached memorandum from the MDT, late-night ridership has been minimal, with a daily average of only 250 passengers using the entire system during the four hours. MDT's recommendation is to eliminate this service. In response to concerns relating to service options for the 250 passengers who currently use the 24-hour service, MDT is further recommending the creation of a new route, Route 500, to provide service to those customers. The attached memorandum further indicates the costs savings achieved by the elimination of 24-hour Metrorail and Metromover in April of this year. As indicated, the total savings is \$1.7 million for the balance of the fiscal year. However, the cost of the new Metrobus route is \$175,000 for the remaining five months of the current fiscal year (\$350,000/year), resulting in a net savings of \$1.53 million. Please also be advised that the 30-year Pro Forma presented to the CITT last December did not include funding for 24-hour Metrorail and Metromover after this fiscal year.

The Project Review and Budget and Finance Committees considered this item and are forwarding it with a favorable recommendation.

cc: Hon. John F. Cosgrove, Chairperson, CITT
Bruce Libhaber, Assistant County Attorney
Carlos F. Bonzon, Ph.D., P.E., Surface Transportation Manager

MIAMI-DADE



MEMORANDUM

TO: Chairperson and Members, Citizens
Independent Transportation Trust (CITT)

DATE: February 11, 2004

FROM: Roosevelt Bradley, Director
Miami-Dade Transit

SUBJECT: Discontinuation of Overnight
Metrorail Service

for [signature]

RECOMMENDATION

It is recommended that the Citizen's Independent Transportation Trust (CITT) approve a plan to discontinue Metrorail and Metromover service between the hours of 1:00 a.m. to 5:00 a.m. and substitute this service with a new Metrobus route that would serve bus stops at or near Metrorail stations. All of these changes would be part of the Spring Metrobus and Metrorail line-ups planned to be implemented on April 25, 2004.

BACKGROUND

On May 25, 2003, as part of the implementation of the People's Transportation Plan, Miami-Dade Transit (MDT) began 24-hour service on Metrorail and Metromover along with new 24-hour service on eleven bus routes serving Metrorail. Prior to that time, there were two overnight routes (Night Owl and Airport Owl). Since last May, Metrorail service has operated every 60 minutes between the hours of 1:00 a.m. to 5:00 a.m., coordinated daily with the 13 Metrobus routes providing transfer connections at 17 of the 22 Metrorail stations. The 24-hour transit service provides mobility for Miami-Dade residents who are transit dependent and need to get to and from work during the overnight hours.

The additional operating cost impact to the MDT budget for the expanded Metrorail service from 1:00 a.m. to 5:00 a.m. is \$3.3 million per year: \$2 million is operating cost and \$1.3 million is for security cost. To date, late-night ridership on the new overnight trips of Metrorail has been very low. The average number of passengers using the entire system of Metrorail during these four hours is approximately 250 per night. In light of the high cost of operation for so few riders, MDT is seeking to discontinue overnight Metrorail and Metromover service.

Despite very low ridership, MDT recognizes that if Metrorail overnight service is discontinued, passengers currently depending on late night Metrorail service will need an alternative to get to and from work. To address this need, MDT will continue to provide overnight service by way of Metrobus service that will be implemented within the Metrorail corridor. The new Metrobus route will be coordinated with the other 13 overnight

Metrobus routes to form an effective network of transit service that would enable customers to travel to many parts of the County during these hours. Prior to the implementation of this recommendation, MDT would develop and implement an aggressive information outreach program that would inform the public of these changes in overnight transit service and provide information on the alternative that would be available.

The annual cost of the new overnight Metrobus route would be approximately \$350,000 (\$175,000 for 5 months). The FY04 savings from eliminating overnight Metrorail service in April 2004 is \$1.7 million (5 months). However, the net savings for FY04 will be approximately \$1.53 million, which includes the cost for the new Metrobus route that will be created to replace the overnight Metrorail service. The discontinuation of overnight service is consistent with the pro forma developed for the implementation of the PTP.

C: Carlos F. Bonzon, Ph.D., P.E.